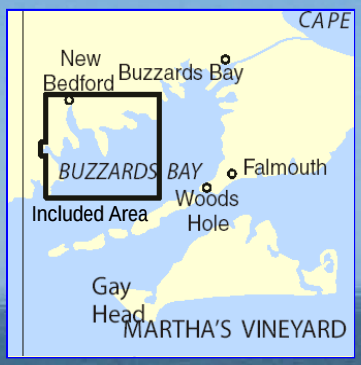
BookletChart™

New Bedford Harbor and Approaches

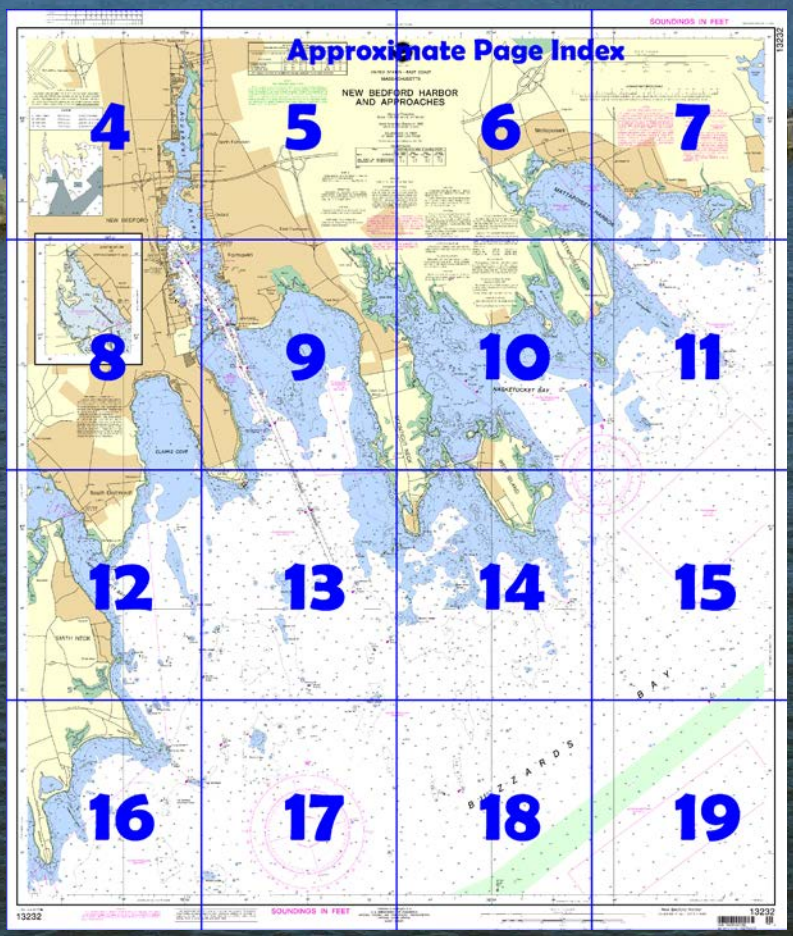
NOAA Chart 13232

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

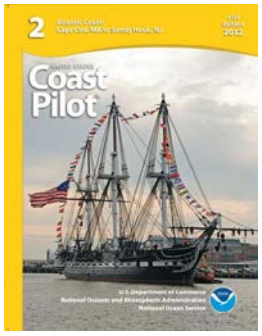
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=2.



(Selected Excerpts from Coast Pilot)
New Bedford Harbor is the approach to the city of New Bedford and the town of Fairhaven. The harbor is about 166 miles from The Battery at New York via Long Island Sound, and 83 miles from Boston via Cape Cod Canal. The harbor includes all the tidewater lying northerly of a line from Clarks Point at the southern extremity of New Bedford to Wilbur Point at the southern end of Fairhaven and extends to the head of navigation on Acushnet River at Acushnet. The outer harbor consists of the area south of the hurricane barrier at Palmer Island, and the inner harbor consists of the area north of the barrier to a short distance above the New Bedford-Fairhaven Bridge.

New Bedford is a manufacturing city on the west side of the Acushnet River. **Fairhaven** is on the east side of the river. Principal shipping includes receipt of general cargo and frozen fish; exports are general cargo. Commercial fishing craft operate from the ports. The deepest draft entering is about 30 feet at high water.
The approach from Buzzards Bay and the entrance to New Bedford Harbor are much obstructed by ledges and shoals, between which are several channels leading to the dredged entrance. The bottom is very broken, characterized by large boulders; vessels should proceed with caution when crossing areas off the general track when the charted depths are not more than 6 to 8 feet greater than the draft.
Prominent features.–From the main channel numerous landmarks can be seen on the westerly side. **Dumpling Rocks Light 7** off **Round Hill Point**, about 3 miles west of the channel, is conspicuous. **Clarks Point**, on the west side of the channel, is marked by a granite fort. About 0.7 mile northeast of the point is **Butler Flats Light** near the edge of the shoal. A group of three stacks is on the west side of the inner harbor. Although there are no landmarks on **Sconticut Neck**, **Fort Phoenix** is a promontory fairly conspicuous just east of the channel, almost opposite Palmer Island. Several church spires are prominent in Fairhaven. A tall radio tower is on **Popes Island** in the inner harbor. A private light is on the northeast point of **Palmer Island**, about 0.2 mile inside the hurricane barrier. The lights marking the eastern and western sides of the hurricane barrier are also prominent.
Butler Flats Light (41°36'12"N., 70°53'40"W.), a private aid 25 feet above the water, is shown from a white conical tower on a black cylindrical pier about 0.7 mile north-northeast of Clarks Point.
Anchorages.–Before proceeding into New Bedford Harbor, vessels occasionally anchor in depths of 20 to 30 feet about 0.7 mile south of Clarks Point. Two general anchorages are in the outer harbor. (See **110.1 and 110.140 (a) and (d)**, chapter 2, for limits and regulations.) In the inner harbor vessels may anchor in the two dredged anchorage areas on either side of the channel in depths of 25 to 30 feet.
Dangers.–The entrance to New Bedford Harbor is full of rocks and ledges, some covered 3 feet or less. Obstructions near the entrance passages are marked with buoys. The chart is the best guide.
Dumpling Rocks, bare and covered, extend 0.4 mile southeastward from Round Hill Point. A light is on the easterly rock and a gong buoy marks the southeastern portion of the shoal area around the rocks.
Wilkes Ledge, 1.8 miles southeastward of Round Hill Point, is the southernmost danger at the entrance to the harbor. It is covered 9 feet with a wreck near the easterly part; a lighted buoy is close south-southwestward of the wreck.
Regulated Navigation Area.–A regulated navigation area has been established south of the western hurricane barrier. (See 33 **CFR 165.1 through 165.13 and 165.125**, chapter 2, for limits and regulations.)
Pilotage, New Bedford.–Pilotage is compulsory for foreign vessels of 350 gross tons or more and U.S. vessels under register of 350 gross tons or more. Pilotage for New Bedford is available from Northeast Marine Pilots, Inc., Newport, RI 02840; telephone 401-847-9050 (24 hours), 800-274-1216; FAX 401-847-9052; email: dispatch@nemarinepilots.com.
Harbor regulations.–The New Bedford Harbor Development Commission, through the harbormaster, enforces the harbor regulations. The State Pier Traffic Manager is the State authority who directs anchoring, berthing, and movement of vessels, and discharging operations at the State Pier. Vessels are expected to proceed slowly in the vicinity of the piers.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Nov. 7/09
Corrected through LNM Oct. 27/09

HEIGHTS
Heights in feet above Mean High Water.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Hyannis, MA	KEC-73	162.550 MHz
Providence, RI	WXJ-39	162.400 MHz

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.375" northward and 1.868" eastward to agree with this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

New Bedford Hurricane Barrier
Hurricane barrier traffic lights are displayed on the north side of the smaller, northerly house on the west side of the entrance and adjacent to the old fort at Clarks Point. Green lights are displayed when the gate is open. Red lights are displayed from 20 minutes before the start of closing the gate through reopening.
In addition to the traffic lights, three flashing white strobe lights are shown; two from atop the west barrier operating house, one facing toward the harbor and one facing toward the bay, and a third light facing toward the bay adjacent to the old fort at Clarks Point. These synchronized lights flash every 20 seconds, but only every 2 seconds from 20 minutes before the start of closing the gate through reopening.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B
Private seasonal aids are placed to mark the channels to the following places:
NW of West Island..... May 1 to Nov 30 (reported)

FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus:
Submerged piling may exist in these areas.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Department of the Navy, and U.S. Coast Guard.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

Mercator Projection
Scale 1:20,000 at Lat. 41°35′45″

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
New Bedford	(41°38'N/70°55'W)	4.1	3.8	0.1
Mattapoisett	(41°39'N/70°49'W)	4.3	4.0	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Sep 2009)

NEW BEDFORD HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2009 AND SURVEYS TO MAY 2008

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	27.3	28.6	29.2	4-08	350	2.27	30
FORT PHOENIX REACH	24.2	29.0	27.9	4,5-08	350-150	1.34	30
NEW BEDFORD REACH	26.5	27.0	24.2	4-08	150-350	1.11	30

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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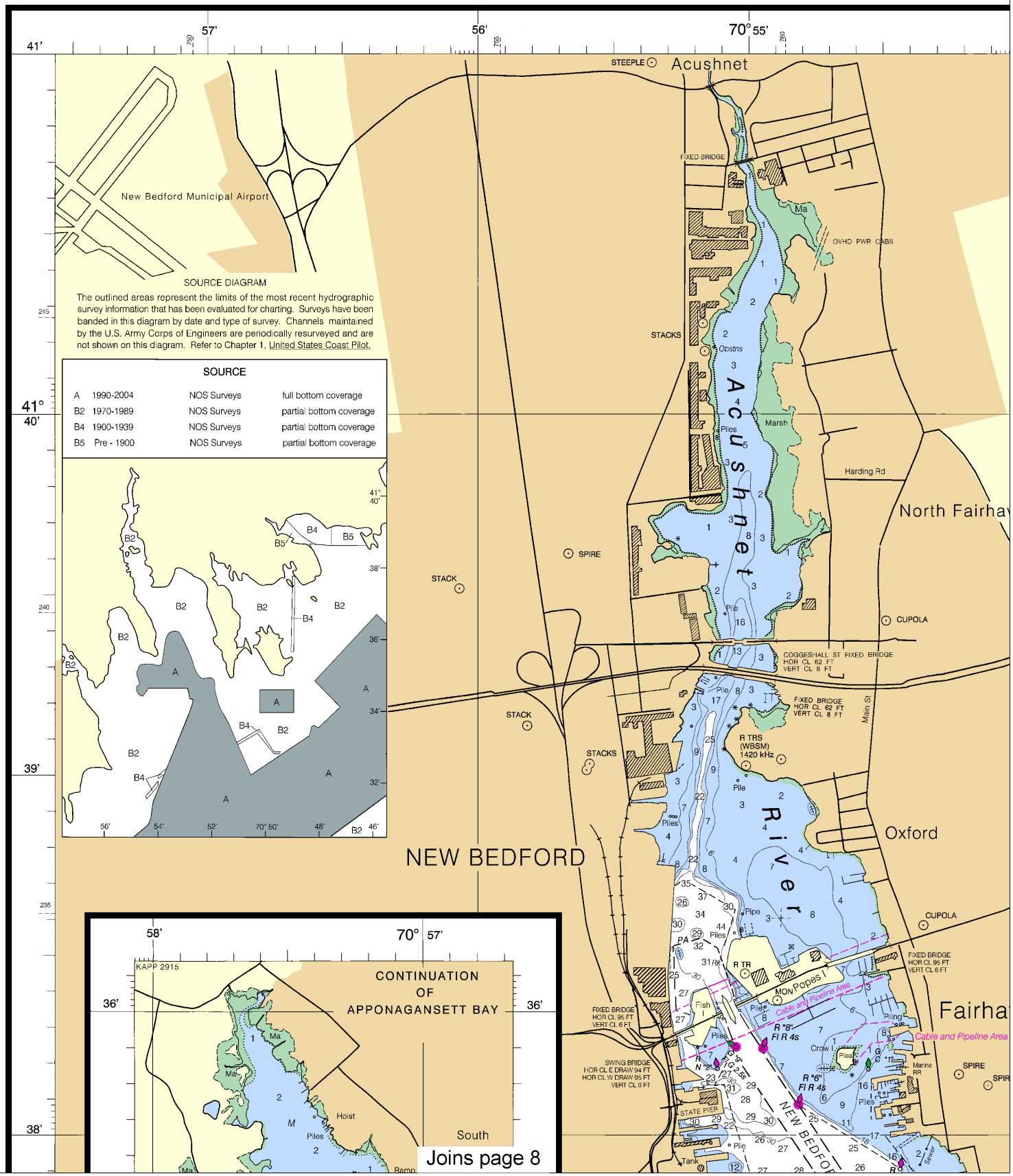

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

1st Ed., Feb. 1991 KAPP 2893

54' 765 53' 770 52' 775 51' 780

NEW BEDFORD HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2009 AND SURVEYS TO MAY 2008							
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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION							

NOTE C

RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – EAST COAST

MASSACHUSETTS

NEW BEDFORD HARBOR AND APPROACHES

Mercator Projection
Scale 1:20,000 at Lat. 41°35′45″

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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(Sep 2009)

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NW of West Island..... May 1 to Nov 30 (reported)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Department of the Navy, and U. S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

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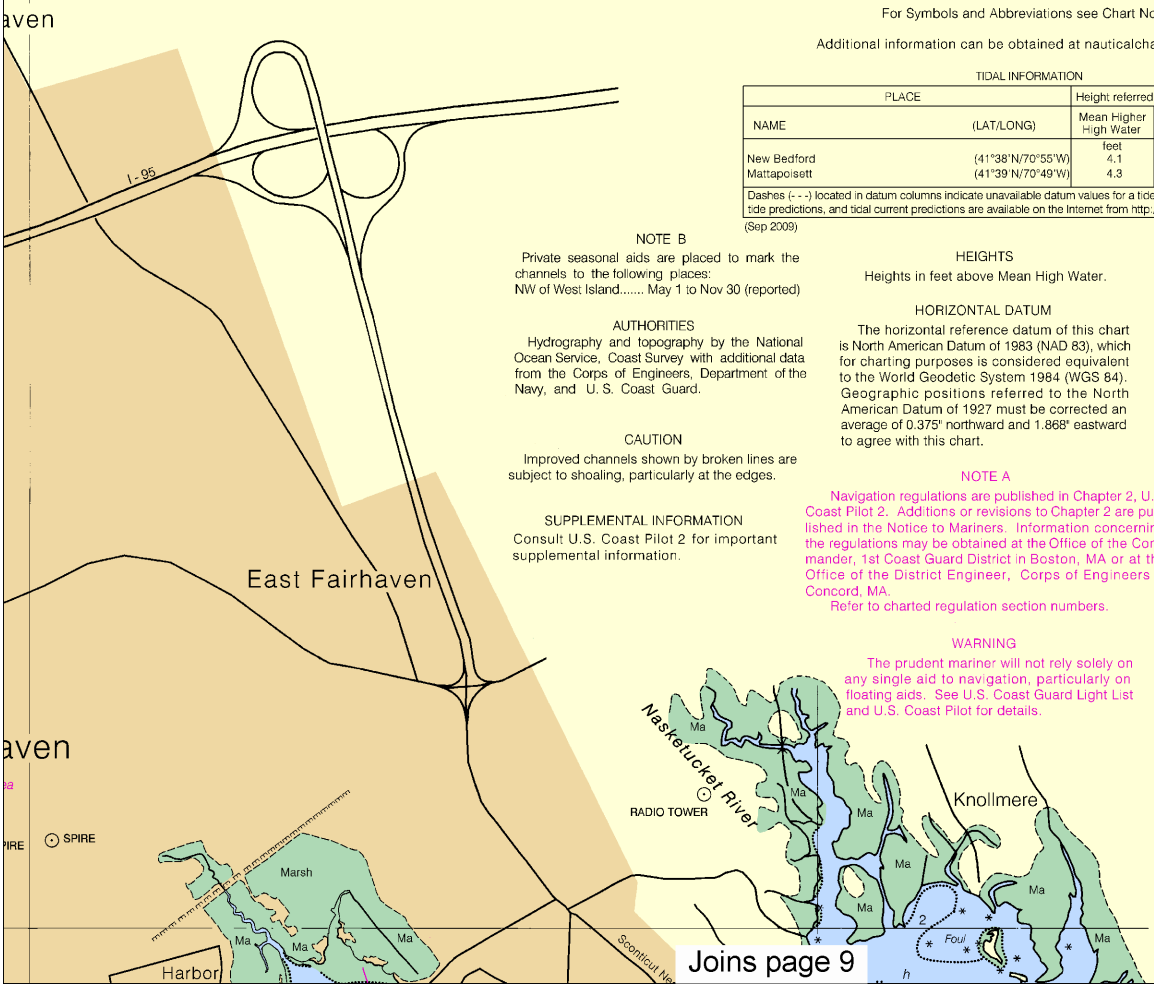

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

1st Ed., Feb. 1991 KAPP 2893

52' 51' 70° 50'

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PLANE COORDINATE GRID
(based on NAD 1927)

Massachusetts State Grid, mainland zone, is indicated by dashed ticks at 5,000 foot intervals thus: –|–

Joins page 10

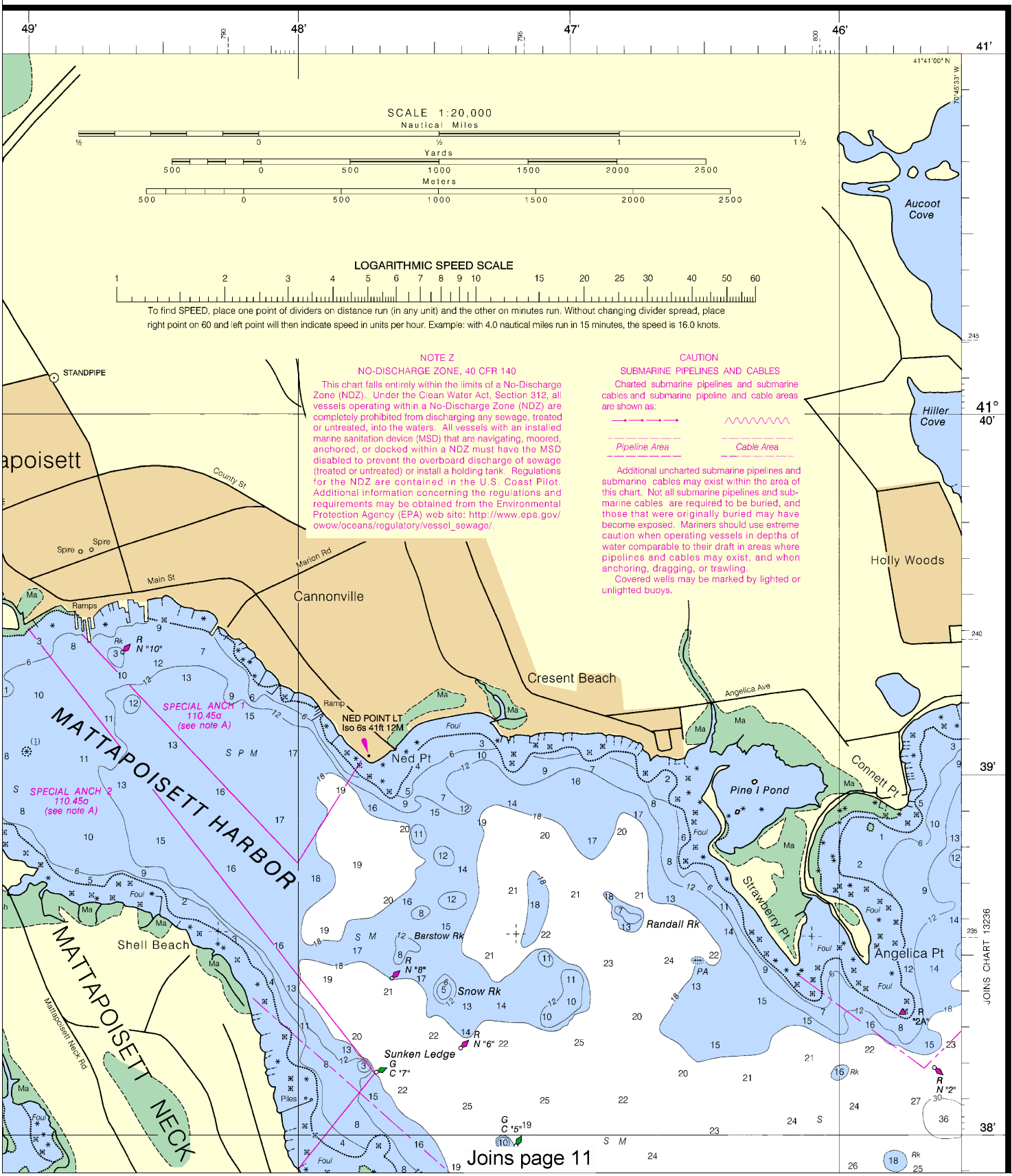
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

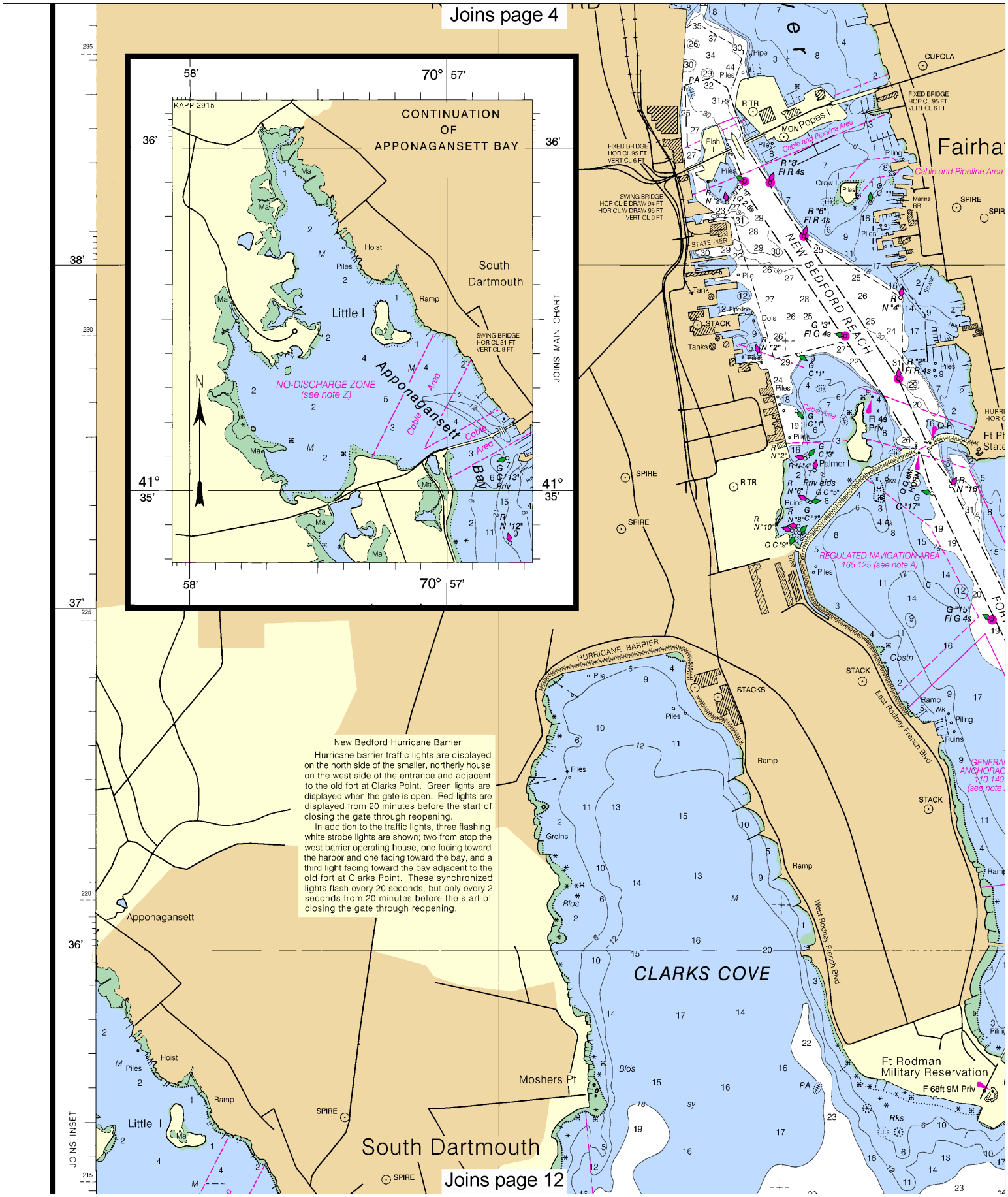
Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500

13232



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



Note: Chart grid lines are aligned with true north.

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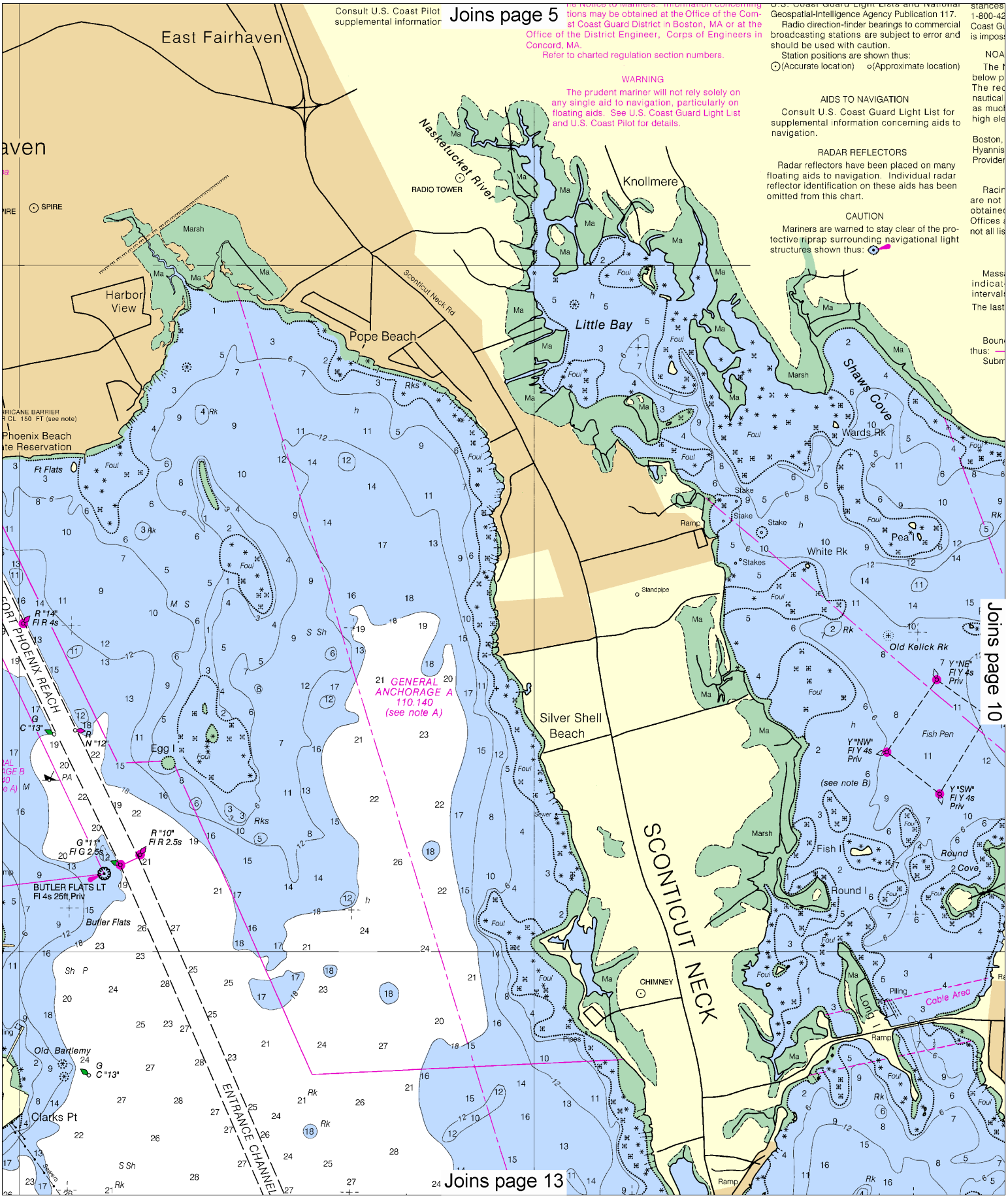
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Consult U.S. Coast Pilot supplemental information
Joins page 5
East Fairhaven
Naskeutucket River
RADIO TOWER
Knollmere
SPIRE
Marsh
Harbor View
Sconticut Neck Rd
Pope Beach
Little Bay
Shaws Cove
Wards Rk
Phoenix Beach
Ft Flats
Ramp
Stake
Pea I
White Rk
Standpipe
Old Kelick Rk
Y "NE" Fl Y 4s Priv
Y "NW" Fl Y 4s Priv
Y "SW" Fl Y 4s Priv
(see note B)
Fish Pen
Silver Shell Beach
GENERAL ANCHORAGE A 110.140 (see note A)
Egg I
R "14" Fl R 4s
G "13"
R "12"
PA
G "11" Fl G 2.5s
R "10" Fl R 2.5s
BUTLER FLATS LT Fl 4s 25ft Priv
Butler Flats
SCONTICUT NECK
Fish I
Round I
Round Cove
CHIMNEY
Piling
Cable Area
Long
Old Bartlemy
Clarks Pt
ENTRANCE CHANNEL
Joins page 13
Joins page 10
WARNING
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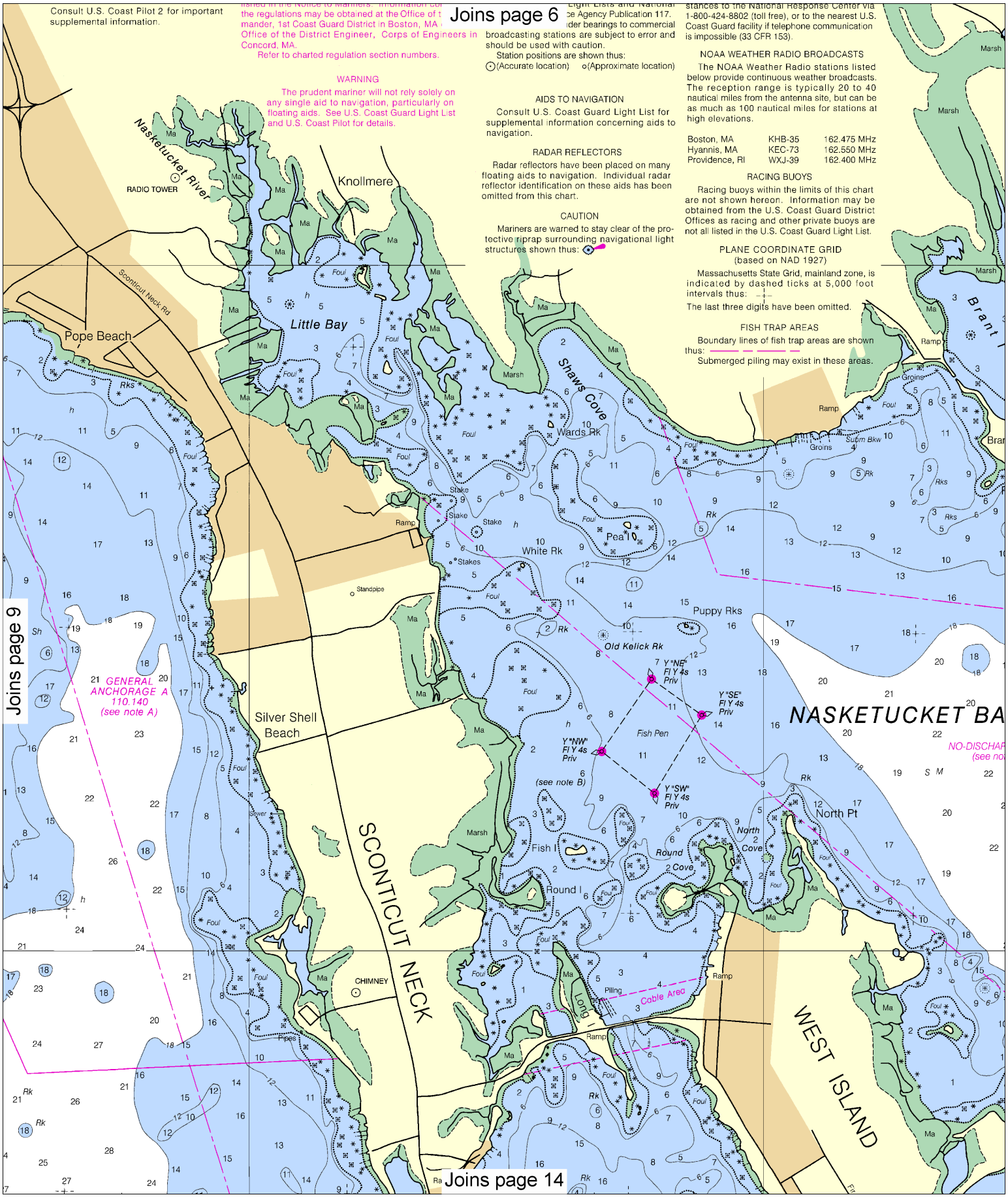
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:
Refer to charted regulation section numbers.
Station positions are shown thus:
(Accurate location) (Approximate location)

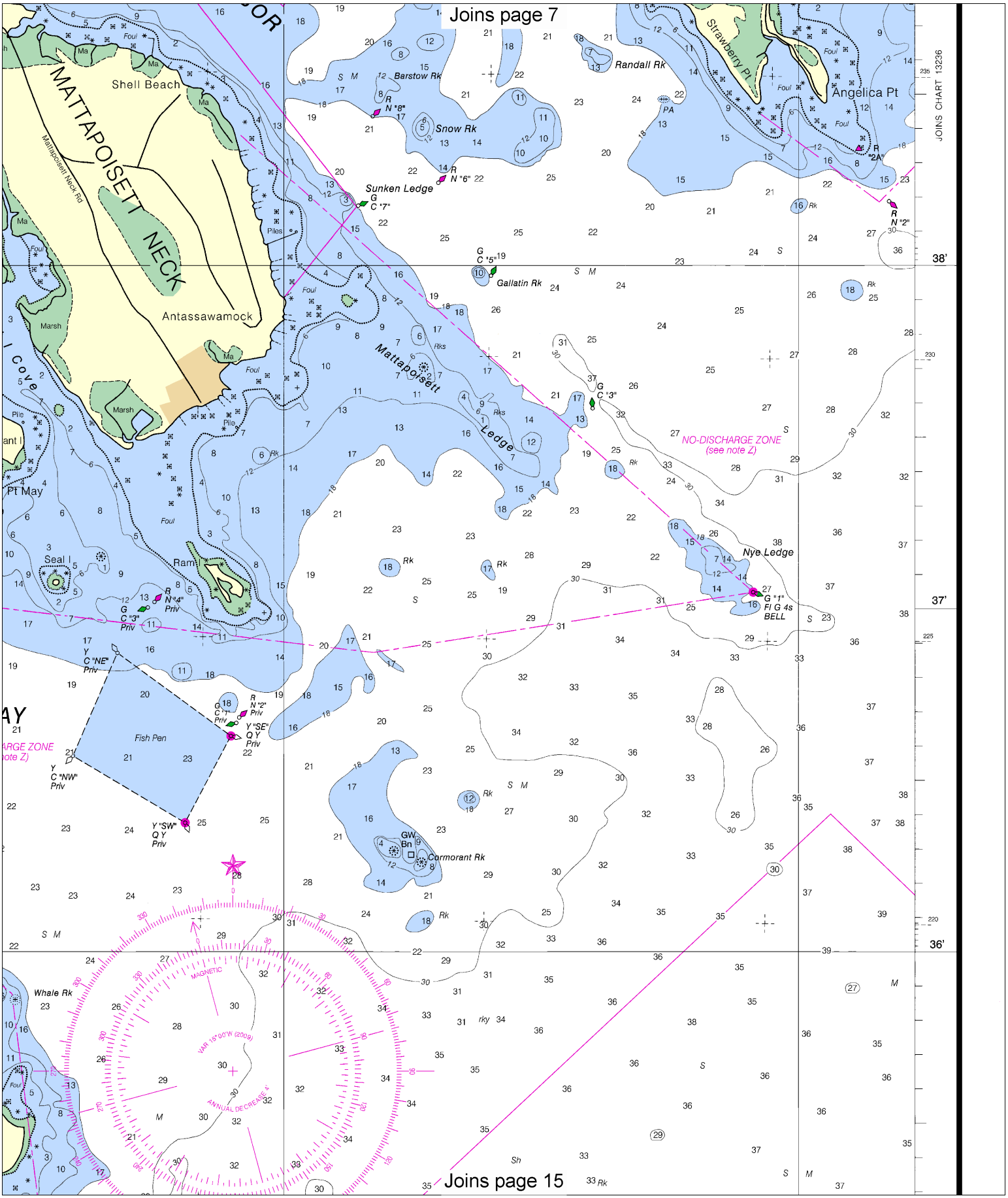


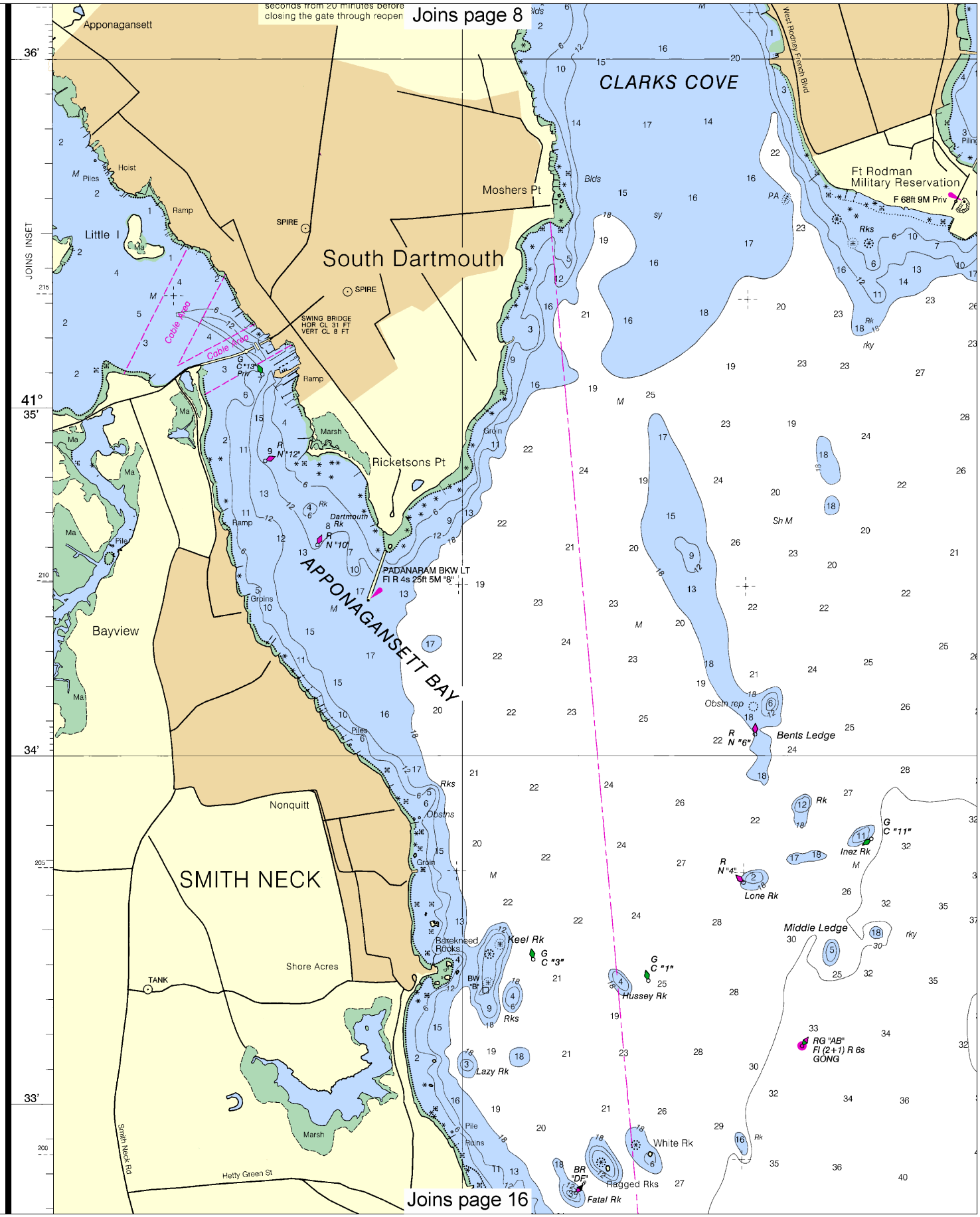
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
MATTAPOISETT NECK
Shell Beach
Mattapoisett Neck Rd
Antassawamock
Marsh
Pt May
Seal I
Ram I
Fish Pen
Barstow Rk
Snow Rk
Sunken Ledge
Gallatin Rk
Randall Rk
Strawberry Pt
Angelica Pt
Mattapoisett Ledge
NO-DISCHARGE ZONE
(see note Z)
Nye Ledge
Cormorant Rk
Whale Rk
MAGNETIC
VAR 15°00'W (2009)
ANNUAL DECREASE 4'
Joins page 15
JOINS CHART 13236
38'
37'
36'



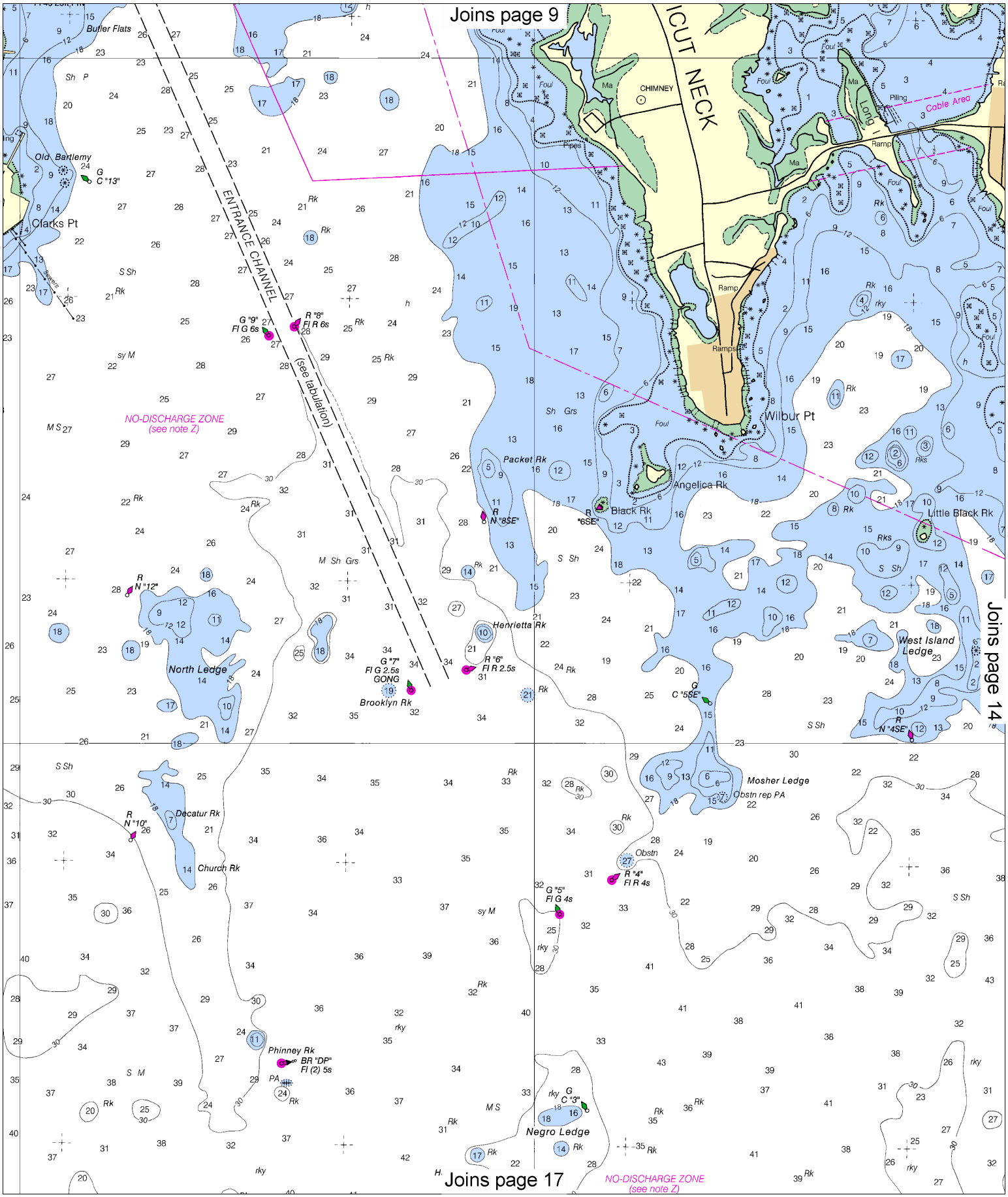
12

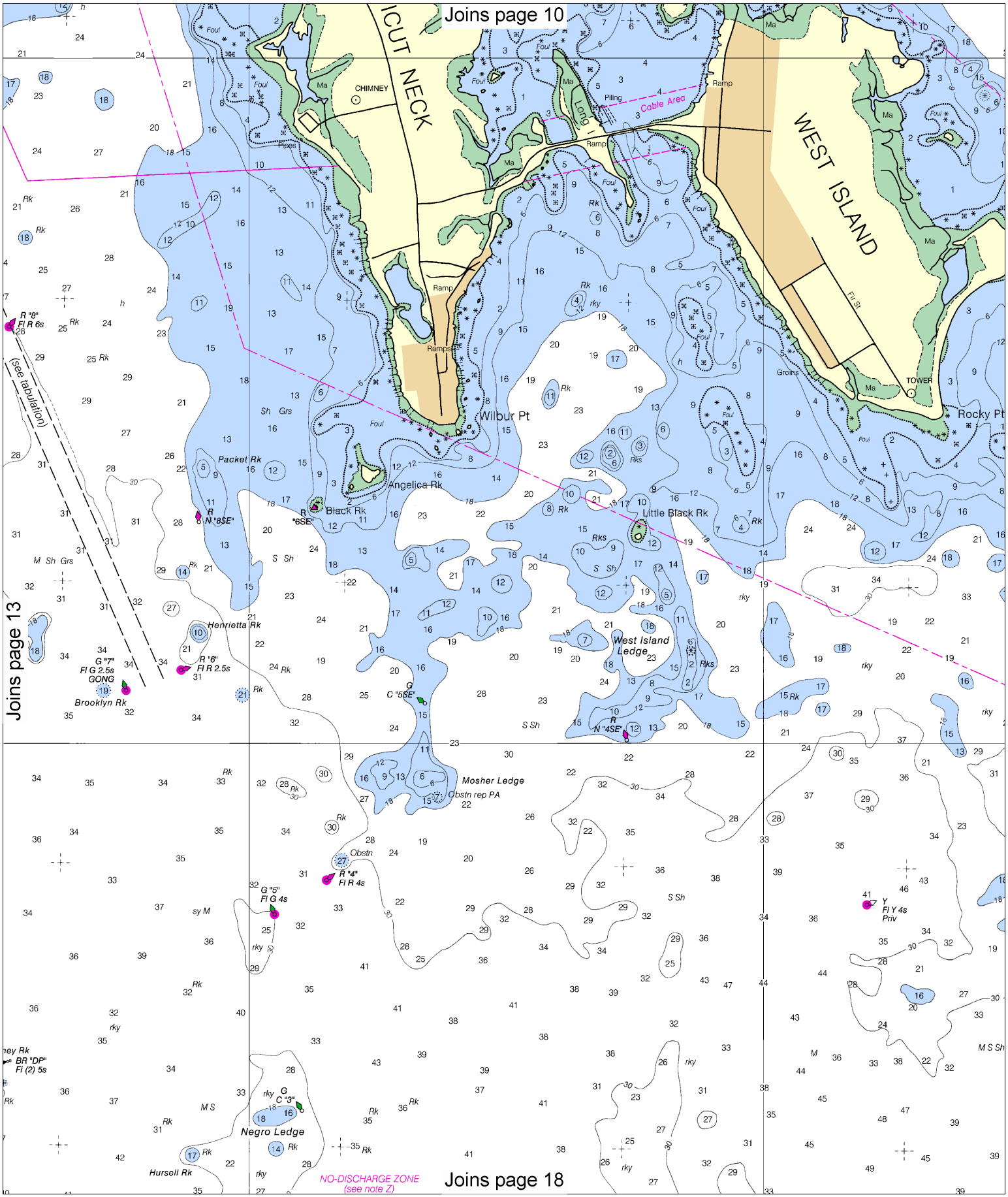
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 9
ICUT NECK
CHIMNEY
Cable Area
Piling
Ramp
Ramps
Pipes
Foul
Ma
Long
Old Bartlemy
G
C "13"
Clarks Pt
ENTRANCE CHANNEL
(see tabulation)
G "9"
Fl G 6s
R "8"
Fl R 6s
NO-DISCHARGE ZONE
(see note Z)
Wilbur Pt
Packet Rk
R
N "8SE"
Angelica Rk
R
"6SE"
Black Rk
Little Black Rk
Rks
Rk
Sh Grs
S Sh
M Sh Grs
M S
sy M
S Sh
R
N "12"
North Ledge
Henrietta Rk
G "7"
Fl G 2.5s
GONG
Brooklyn Rk
R "6"
Fl R 2.5s
G
C "5SE"
West Island
Ledge
R
N "4SE"
Joins page 14
Mosher Ledge
Obstn rep PA
Obstn
R "4"
Fl R 4s
G "5"
Fl G 4s
R
N "10"
Decatur Rk
Church Rk
Phinney Rk
BR "DP"
Fl (2) 5s
PA
G
C "3"
Negro Ledge
rky
Joins page 17
NO-DISCHARGE ZONE
(see note Z)



14

Note: Chart grid lines are aligned with true north.

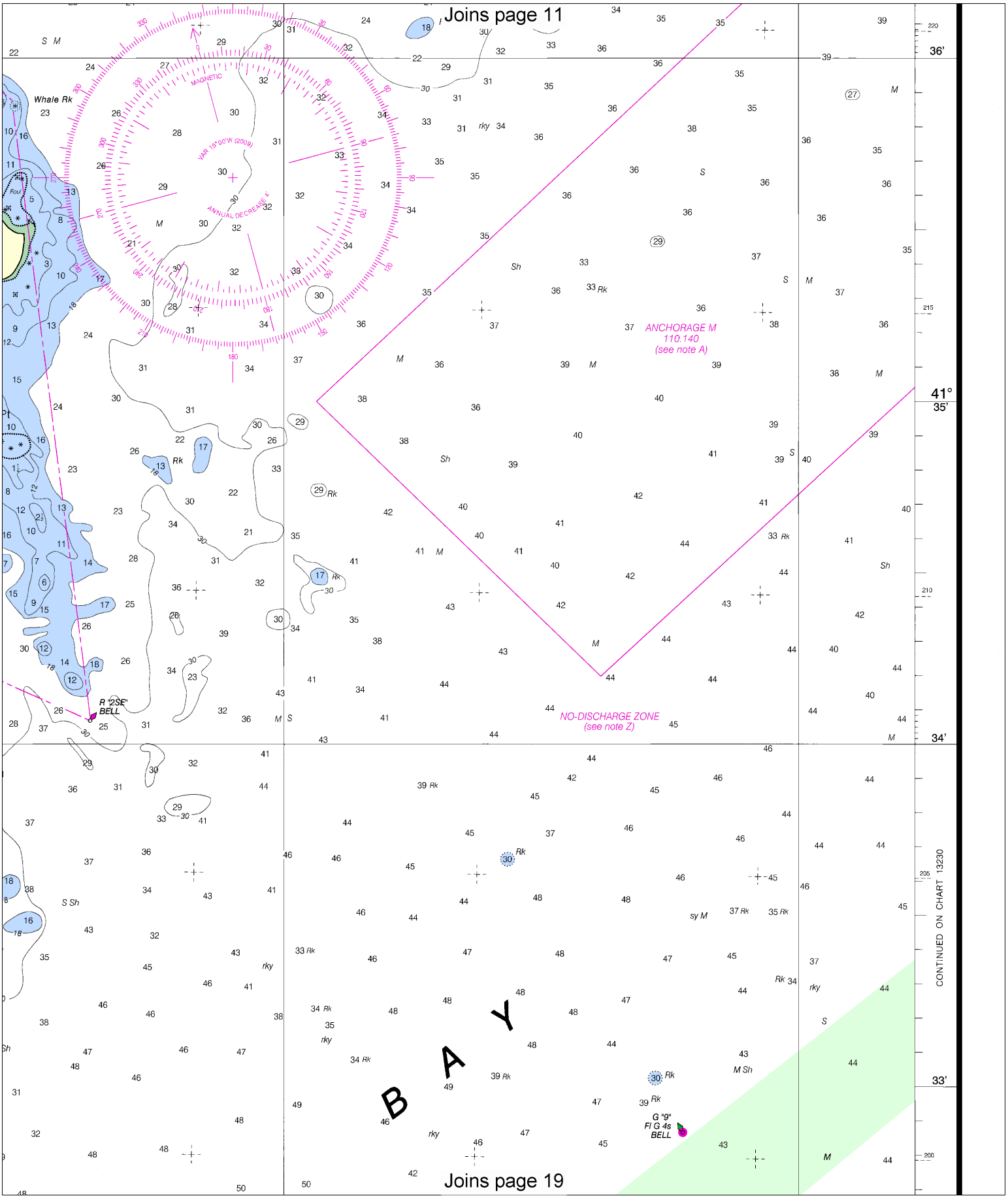
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

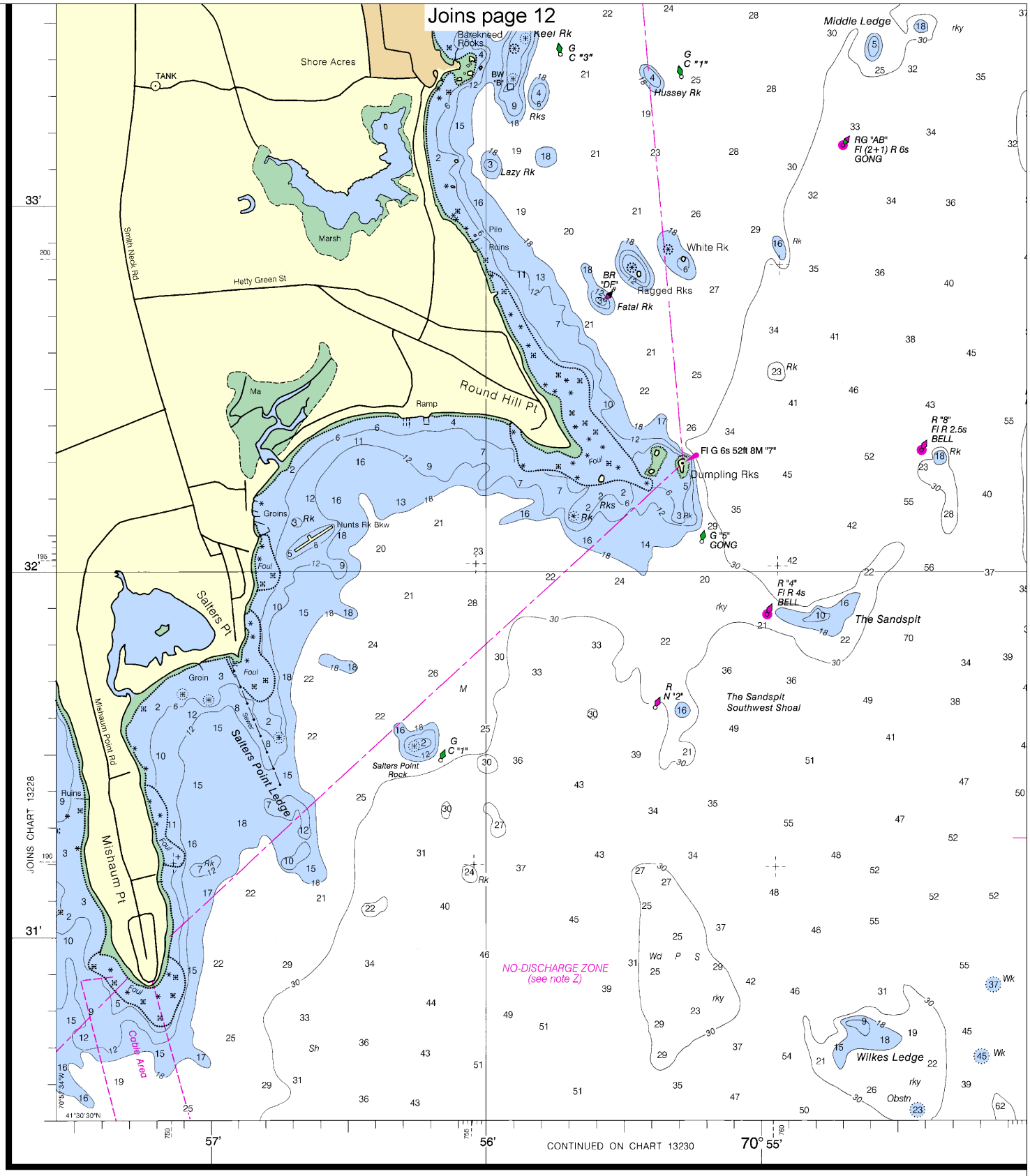
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 11
Whale Rk
MAGNETIC
VAR 15° 00'W (2008)
ANNUAL DECREASE 4'
ANCHORAGE M
110.140
(see note A)
NO-DISCHARGE ZONE
(see note Z)
R "2SE"
BELL
Rk
Sh
rky
S Sh
B A Y
G "9"
Fl G 4s
BELL
36'
41°
35'
34'
33'
CONTINUED ON CHART 13230
Joins page 19



5th Ed., Nov. / 09 ■ Corrected through NM Nov. 7/09
Corrected through LNM Oct. 27/09

13232

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

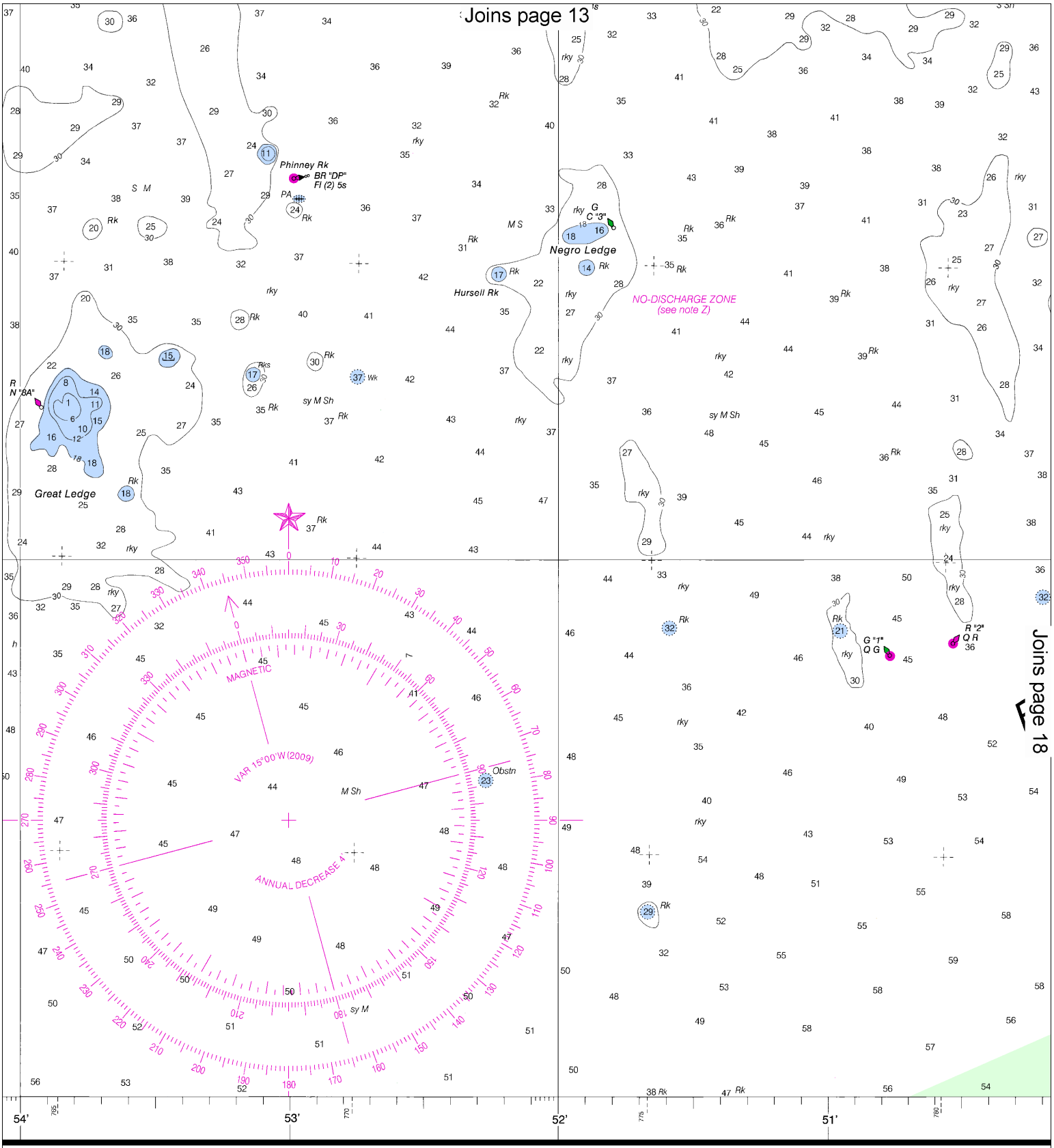
This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or co improving this chart to the Chief, Marine Chart Division (N/CS2), Nati Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

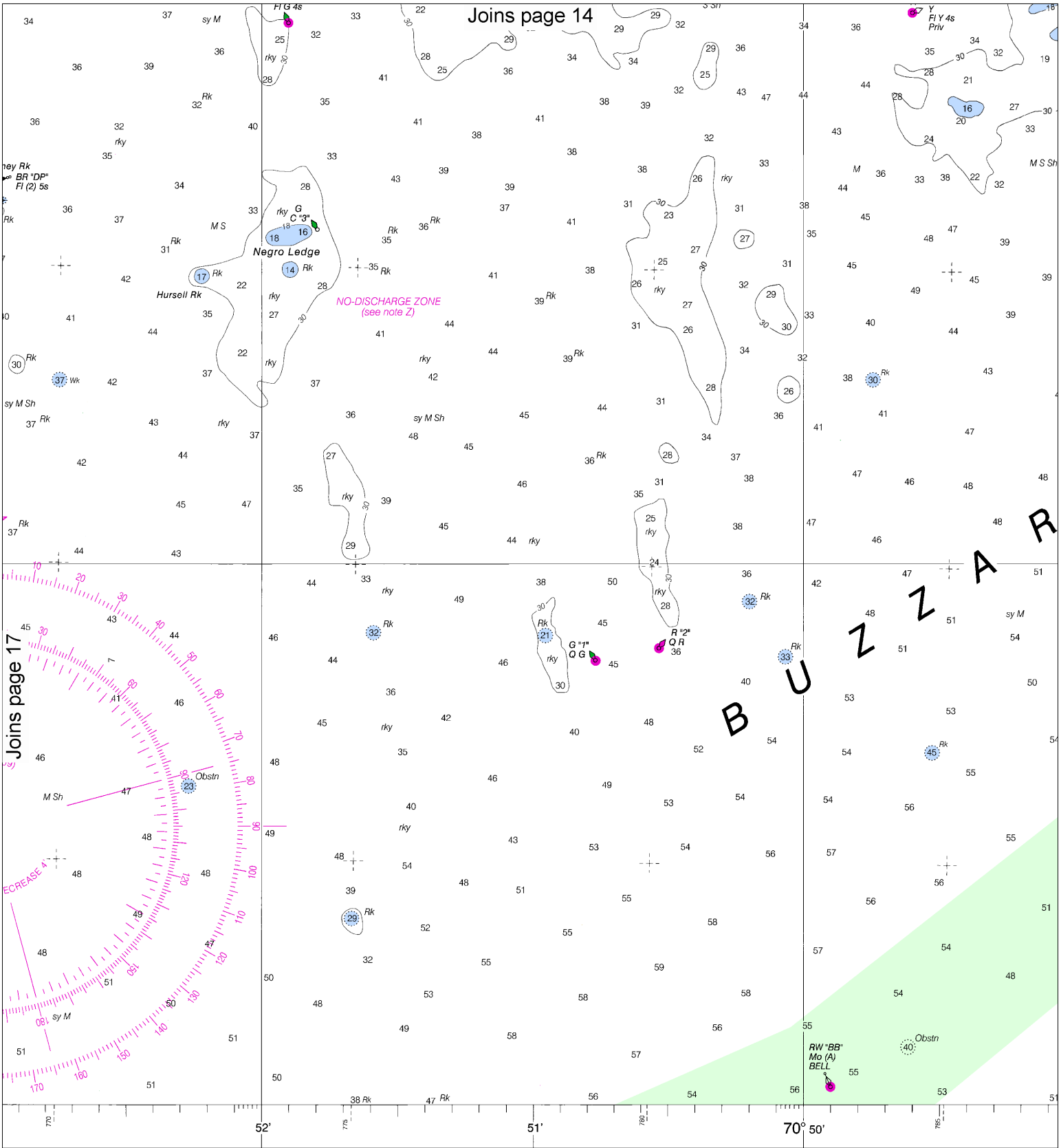
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



The National comments for ational Ocean

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

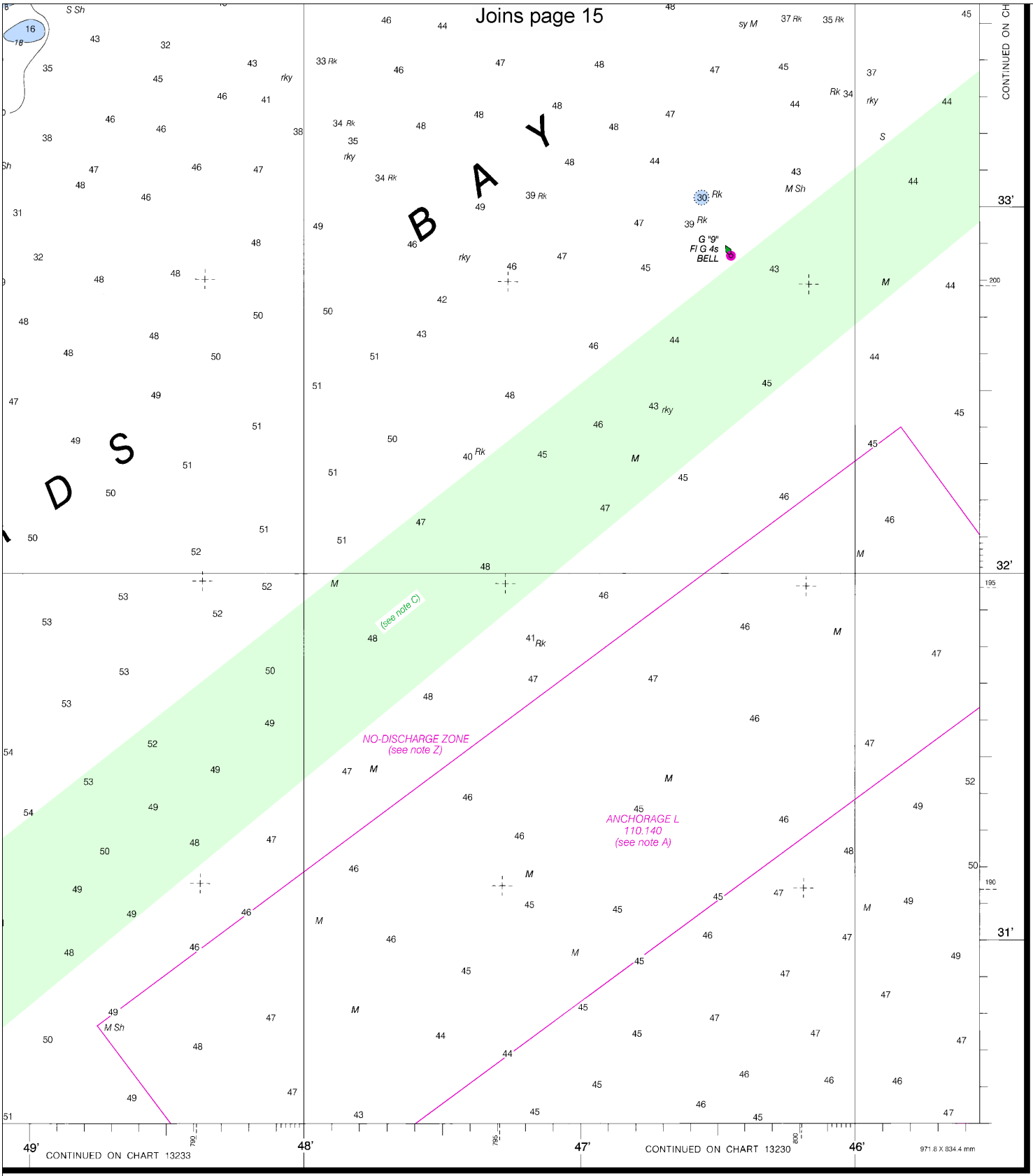
FATHOMS	1	2
FEET	6	12
METERS	1 2 3 4	

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



New Bedford Harbor

SOUNDINGS IN FEET - SCALE 1:20,000

13232

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
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National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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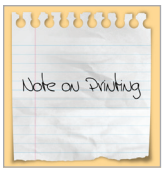

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